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PRIVATE RESIDENTS AT THE
CHINA OVERLAND TRADE MERCHANTS.
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Hongkong, 8th March, 1907. 42

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12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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Hongkong, 9th May, 1907. 677

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Hongkong, 8th June, 1906. 84

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Hongkong, 25th December, 1907. 29

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The Daily Press.

HONGKONG, JANUARY 3RD, 1908

The announcement which appeared in the home papers, shortly after the breaking up of the Hague Conference forms a good practical lesson as to the uselessness of such an institution, at least as at present constituted as a means of preserving peace. The notice in question was to the effect that the British admiralty had "invited tenders for the construction of a third battleship included in the current estimates, but which was postponed pending the meeting of the Hague Conference." Barring having made the postponement, which in itself was rather an unusual course for an independent nation to adopt, the Government may be congratulated on having got pretty comfortably out of a somewhat ridiculous position. Though the good old *civis romanus sum* and generally bellicose attitude of the PAINTERSTON days has fortunately become considerably modified in more recent times and a desire to keep on friendly terms with neighbouring nations has become more pronounced, it does seem to be going a little far for a nation like Great Britain to allow the question whether it would construct an additional ironclad, to be dependent upon the views of other nations, gathered, if possible from what after all must be held to be an irresponsible conference with them as to what armaments each of them should keep up. Serious as the subject is, it is impossible to overlook the humorous side of such absolutely Quixotic procedure. To the nations who see no

probability of a conflict with another Power, it must be a matter of supreme indifference whether such Power chooses to spend a few millions more or less upon its Navy or anything else while the idea that any nation which saw a possibility, however distant, of hostilities arising would reduce its armaments because other nations who might be opposed to it consented to do the like is, when seriously considered, so manifestly absurd that the wonder is that such a notion can for a moment have been seriously entertained. It must require an amount of belief in international good faith such as practical diplomats are not likely to entertain, to imagine that any such compact would be of the slightest force, if any serious danger of collision arose. As long as there is a possibility of its being attacked, it is the duty of every nation to be ready to defend itself to the best of its ability, and the question as to what forces it shall maintain for this object, is one which it must assuredly settle for itself and not make a subject of bargaining with other nations. Possibly we may congratulate ourselves that the question was discussed at the Conference, as nothing could more clearly show the uselessness of such attempts. Our French friends, who generally seize the humorous side of a question, have pretty well gauged the value of the discussion which has taken place. The *Revue des deux Mondes* says "While benevolent men were endeavouring, at the Hague, to render war more rare or to mitigate its rigour, cannon was thundering at Casablanca. The public generally was interested in reality only in two questions, the limitation of armaments and obligatory arbitration. The English Government considered it essential that the first should be discussed; and so it was; and the Conference even passed a motion unanimously "that it is very desirable to see the different Governments recur seriously to the study of this question," the writer adding: "The conference would surely have obtained a very bad character, if it had not voted that much." It is to be hoped that Sir HENRY CAMPBELL BANNERMAN is satisfied with the vote the British representative secured. We could hardly have expected more, and certainly could not have obtained less.

If this is all that can be done by the Hague Conference upon so important a matter as National Armament, when introduced by the representative of a nation like Great Britain, it may be safely concluded that this subject at least is beyond the power of any body of the kind to deal with practically. The obligatory arbitration question was scarcely more successful, Germany being (and not without good reason) opposed to any understanding on the subject which might interfere with her independence of action at a given time. Such a question would certainly seem to be one for treaties between individual nations rather than the general views of a Conference and may be safely left to be dealt with in that manner. It may be disappointing, but the fact can hardly be gainsaid that the moment the Hague Conference is put to a practical test, its defectiveness becomes only too apparent. This also pointed out that the mode of voting is absurd, the smallest state represented having the same voting power as the largest. This defect must of necessity be remedied, if the Conference is to be more than an exalted Debating Society, where abstract principles, generally of a pretty obvious character, may be affirmed, but where there is not any power to enforce or even to induce their adoption. So far as practical results are concerned, the recent discussions on armaments and arbitration would have been quite as effective, and much more amusing, if they had been at the Oxford or Cambridge Union or at the "Hardwicke."

Among the many enjoyable celebrations held during the holidays were dances at the German Club on New Year's eve, and at "Kingsclere" on New Year's night.

The aged and infirm were not forgotten in the festive season, the members of the Catholic Union entertaining them at dinner at the "Wanchai Home" on New Year's day, when a pleasant afternoon was spent.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals acknowledges with thanks the following donation towards the purchase of a Roentgen Rays: Dr. G. M. Haxton \$200.

The Admiralty have issued a warning that, if the practice of smuggling tobacco ashore is persisted in, it may lead to the withdrawal of the privilege of obtaining tobacco, duty free, at a very cheap rate.

The Grand Duke of Baden has commuted the sentence of death passed on Karl Han, the German-American lawyer, for the murder of his mother-in-law, at Baden-Baden, to lifelong imprisonment with hard labour.

Official information has been received that the Admiralty intend to proceed at once with the erection of a torpedo factory at Greenock. The site chosen is a field adjoining Fort Matilda, and it has already been marked off by the authorities, who will acquire the land under compulsory powers.

The latest thing in railway enterprise is the action of the Chicago and Great Western Railroad Company, who have made arrangements to run a special honeymoon train from Chicago to California. They announce that the train will be reserved exclusively for bridal couples.

Before Mr. F. A. Hazeland at the Police Court yesterday, Mr. Glendenning charged a rishia coolie with reckless driving. On Tuesday while proceeding along Des Voeux Road, the defendant dashed across the tram line in front of an oncoming car. The motor man had no time to pull up, and when the car and rishia collided, the front windows of the former were broken. The coolie was ordered to pay \$5 compensation or to go to jail for fourteen days.

A native was charged before Mr. F. A. Hazeland at the Police Court yesterday with the larceny of a box of luggage from the s.s. "Hoisang." One of the passengers mislaid his belongings and shouted that they had been stolen. A lalung who was on duty on the wharf heard the cry, and observing the defendant walking along with the box on his shoulder, detained him. On the evidence his Worship sentenced the defendant to three weeks' imprisonment and six hours' stocks.

On Tuesday two natives entered the premises of Messrs. Sincere and Co. in Queen's Road, apparently with the intention of purchasing some goods. One proceeded to price various articles, and while so engaged, the other man picked up a roll of cloth valued at \$87 and left the shop. He had not gone far, however, when he was detained by Constable Taylor, who also arrested the other man. The defendants were charged before Mr. H. H. J. Gompertz at the Police Court yesterday, and the case was remanded.

The Kaiser has given another example of his versatility by painting six miniature illustrations for pictorial postcards. These paintings will be reproduced by the thousand and sold for charitable purposes. They will form part of a series of pictorial postcards which the widowed Queen of Saxony and the Princess Matilde of Saxony are getting out for the benefit of homes for consumptives. All the illustrations of this series of pictorial postcards will be painted by royal persons. The Dresden firm of Roemmler and Jonas will publish rapidly.

Detective Sergeant Wildon arrested another batch of stowaways on board the s.s. "Macdon" on Wednesday. The four men and 20 women stowed away at Moji, and were discovered in the fore peak when the vessel arrived in port. They appeared before Mr. H. H. J. Gompertz at the Police Court yesterday, and the men were fined \$100 each and each of the women \$20. Two Chinese seamen and a lamp trimmer were charged as aiders and abettors. The offences against two was proved, and they were fined \$500 each or three months imprisonment. The third man was discharged.

Mr. T. H. Roberts, a well-known Fleet Street journalist, has for ten and a half years made the survivors of the Balclutha Light Brigade his special philanthropic charge. Captain Bradley of the s.s. "Kutang" recently sent him a subscription of \$5, from himself and officers, and he appears to have hinted to Mr. Roberts that the *Daily Press* could help him to make the fund known. So we gather from a letter from our London colleague. The fund is a deserving one, and H. M. the Queen is patron and an annual donor. Mr. Roberts' address is 158, Fleet St., E.C.

As reported in our telegram, Admiral Sir Arthur D. Fanshawe has been selected for appointment as Commander-in-Chief at Portsmouth in the place of Admiral Sir Day H. Bosanquet, who will retire at an early date under the age rule. Admiral Fanshawe, who is now president of the Royal Naval College at Greenwich and was formerly in command of the Australian Squadron, is a son of the late Admiral Sir Edward G. Fanshawe, who was himself appointed Commander-in-Chief at Portsmouth exactly thirty years ago, after, like his son, acting as president of the Royal Naval College.

A telegram from Philadelphia states that the authorities of Swarthmore College have decided to refuse acceptance of a bequest of \$1,000,000 made to them on condition that football should be vetoed. Swarthmore College is a Quaker institution, and the bequest was made by the late Mrs. Anna Jeans, a wealthy Quakeress. The college has for a long time possessed a first-class football team, the members of which were indignant at the suggested abandonment of the game. The president noted their protest, and communicated with the presidents of other Quaker colleges, who almost unanimously advised him to refuse the bequest rather than prohibit a manly and healthy sport.

Reference is made in the Shanghai Municipal Council's minutes to the objection of the Consular Body to the practice of keeping the public informed of the progress of negotiations in matters of general interest, in preference to awaiting their termination. This course has been adopted by the Council, so far as has been found possible, in accordance with the very strong expression of public opinion, which was made evident in the course of the debate on Resolution XIII proposed at the annual meeting of ratepayers in March last. In practice the change of method has been found to achieve good results in encouraging public interest in the affairs of the Settlement, and in stimulating criticism of the Council's proceedings.

According to ancient custom, winter was proclaimed at Colchester after the stroke of midnight on November 30th by the town oriel in the words:

Cold December hath come in,
Poor people's backs are clothed thin;
The trees are bare, the birds are mute,
A pot and toast would very well suit;
God save the King.

Viscount Aoki, the Japanese Ambassador, had an interview on December 2 with President Root, Secretary of State, on the subject of the Japanese Government's efforts to regulate the emigration of Japanese subjects to America. It is believed that Viscount Aoki's purpose was to explain how absolutely unnecessary it was for Congress to pass legislation for the exclusion of Japanese, and that upon this point he satisfied the Administration. Mr. Hayes, Minister of Congress for California, says that when he showed his Bill for the restriction of Oriental immigration to President Roosevelt, the latter expressed his opposition to it. Mr. Hayes states, however, that he will go on with the measure, as it accords with the sentiments of Californians.—Reuter.

Miss Pankhurst played the part of a female Daniel in the lions' den at Nottingham 1st. She was endeavouring to address a meeting in the largest hall in Nottingham, but interruptions were constant, and her speech was lost in the ceaseless clamour of yells and comic songs. At last a number of mice were let loose on the platform. Miss Pankhurst never quailed. She rose above traditional womanhood, and stooped and caught two or three of them. She held them in one hand and stroked them tenderly with the other, while she gazed reproachfully at her opponents. Then she handed one of the mice down to the reporters for their inspection, and essayed to resume her speech. Her efforts were futile, and at length she was compelled to abandon the platform.

A London correspondent wrote on Dec. 3.—The reported wreck of the Canadian Pacific Railway Company's steamer "Mount Temple" came at a time when the market rather welcomed losses. Of course, the underwriters concerned wish that it were some other boat, on which they had not themselves substantial lines, but the market as a whole greeted the news with cheerfulness. The "Mount Temple," a fine vessel of 8,790 tons, built in 1901, and valued at \$35,000, was on her way from Antwerp to St. John, New Brunswick, with a valuable general cargo. She is ashore off La Hève, Nova Scotia, and is described as probably a total wreck. The casualty is stated to have occurred in a terrific south-east storm of wind, snow, and rain, but, whatever the weather, it is difficult to understand why the steamer was so far out of her course. Besides the hull insurance, the market is interested under total loss policies (amounting, it is understood, to about £20,000), and there will also be interests in the cargo.

DINNER AT GOVERNMENT HOUSE.

Last night His Excellency the Governor and Lady Lugard entertained upwards of forty guests at dinner at Government House, and those who attended spent an enjoyable evening. Invitations were issued to, and accepted by Rear-Admiral Tautaki, Japanese Ambassador to the Hague Conference, Major-General Akimura, Rear-Admiral Shimamura, Admiral Moore, General Broadwood, Sir Haviland and Lady Saumarez, Sir Francis Pigott, Lieut.-Colonel Lambert, Mrs. Lambert and Mrs. Lord, Commodore and Mrs. Stokes, Rear-Admiral Tamari, Hon. Mrs. E. Osborne, Colonel Martin, Colonel and Mrs. Aitken, Captain Kabota, Commander Mawbey, Commander and Mrs. Grandell, Commander Consett, Mr. Rowe, Mr. S. Mashiko, Lieut.-Commander Furukawa, Lieut.-Commander Shikama, Major Ross, Flag Lieutenant Hotta, Rev. C. E. Thompson, Mr. Shiro, and Miss Layton, Mr. and Mrs. Marous Shida, Captain Bonham, Captain Armstrong, hon. A.D.C., Captain Pascher and Captain Linzer of the Austro-Hungarian cruiser "Franz Joseph," and Mrs. May.

"AT HOME" ON THE "NANIWA."

Rear-Admiral C. Tamari, the Captain and Officers of the Imperial Japanese South China Squadron invited a considerable number of residents of the Colony on New Year's Day to an "At Home" on the cruiser "Naniwa." The ship was very prettily decorated, an interesting feature of the decorations being the imitation in coloured paper of the flowers for which Japan is so famous—the chrysanthemum, wistaria, cherry and plum blossom. The plants and flowers were "created" by members of the crew, and they were distributed among the lady visitors on their return to shore as mementoes of a pleasant function. On the deck during the afternoon some capital exhibitions of fencing, jiu-jitsu, and wrestling were given, and in the fore part of the cruiser two long tables were weighted with creature comforts, the provision of which had been entrusted to the Café Weismann. The wardroom was devoted for the occasion to the purposes of a tea-room. His Excellency the Governor and Lady Lugard, H.E. Stokes, Broadwood and Commodore and Mrs. Stokes were among the guests.

NEW GERMAN NAVAL PORT.

Berlin, December 3rd.
The German Government have decided to create a new naval port at Brunsbüttel, opposite Cuxhaven, in the mouth of the Elbe, and at the western end of the Baltic Canal.
The first step will be the construction of a dry dock at a cost of £1,500,000, which will be followed by the construction of other docks. Brunsbüttel will be more strongly fortified in proportion to its growing importance.
The decision to create a naval base at Brunsbüttel, following so closely on the resolve to transfer the headquarters of the German fleet from Kiel to Wilhelmshaven, is extremely significant, inasmuch as it reveals the concentration of German naval power in the North Sea.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CRICKET AT MELBOURNE.

LONDON, January 2nd.
In the second test match, the Australians are all out for 266, of which Noble contributed 61.
England's total for three wickets is 246; Hobbs made 80 and Hutchings (not out) 117.

OBITUARY.

LONDON, January 1st.
M. Guyot-Dessaigne, the French Minister of Justice, is dead.

[REUTER'S SERVICE.]

THE FRENCH IN MOROCCO,
LONDON, December 30th.

The appointment of General D'Amade is regarded as signifying a more active military policy at Casablanca and the vicinity.

THE CLAIM TO THE DUKEDOM OF PORTLAND.

LONDON, December 30th.
The coffin of Druce has been opened and contains the body of an aged bearded man. This is regarded as disposing of the pretensions of the claimant to the Dukedom of Portland.

FRANCE.

LONDON, December 30th.
The French Senate has passed the Budget and authorised the issue of Frs. 58,000,000 in short-term bonds, and the balance required, in indorsed bonds.

The Chambers have passed a tax on Bourse transactions.

THE BRITISH NAVY.

LONDON, December 31st.
The "St. Vincent," an improved "Dreadnought" of 1350 tons more displacement, has been laid down at Portsmouth.

THE RECENT FINANCIAL CRISIS IN AMERICA.

LONDON, December 31st.
Mr. Taft speaking in Boston denied that the policy of the Administration towards capital had contributed to the recent crisis. A demonstration of the possibility of restraining abuses of private property was the great Conservative victory, which had stayed the advent of Socialism. The only alternative to the regulation of railway trusts was to hand them over to the country.

DIABOLO REACHES SHANGHAI.

An exhibition of Diabolo was given in the rooms of the Empress Club at Shanghai last week. Most of the apparatus provided was Chinese, and a native expert of the game had been procured for the occasion. He made every one envious by the manner in which he caused his "devil" to hum, and threw and twisted it about. With large and small, heavy and light diabolos, he was able to work wonders, and several of the fair sex who were present also gave very creditable displays. One lady, in particular, was an adept at throwing her diabolos into the air, a feat of which only those who have tried it for the first time can appreciate the difficulty. The game is as yet comparatively new in Shanghai, but a large supply of the apparatus arrived at Christmas. It seems probable that it will soon be all the rage there, says the *N. C. Daily News*. The Empress Club, which already possesses a large number of members, is a ladies club, but the fair sex are permitted to invite their gentlemen friends to visit them there, and excellent teas are provided. It will doubtless prove a boon for many ladies who desire a sort of rendezvous in town when they come in to shop.

OIL FUEL FOR STEAMERS.

PRACTICAL SOLUTION OF THE PROBLEM.
The advance made in practical application of oil-fuel to ship propulsion during the last decade has been very great, and economy as low as 0.9 lb. of fuel per indicated horse-power per hour has been regularly realised in some mercantile vessels by the system of spraying the fuel for combustion by means of hot air. It is well understood that no economical combustion can be carried out except the liquid is first "pulverised" into fine spray to facilitate its pulverisation, and the method of so pulverising the liquid is of the utmost importance. The steamers of the "Shell" Transport Company are, for the most part, using a system of pulverisation by high-pressure steam-blasts, the steam itself being chemically decomposed after it has done its work, and entering into combustion in the furnace. Upon American steamships, which have largely used oil fuel during the past three years, pulverisation is obtained by hot air at considerable pressure. The combined system of high and low-pressure air respectively, for the purpose of pulverisation and of forced draught combustion, although somewhat complicated, has proved highly successful and economical. Steamers of 14,000 tons displacement have regularly and successfully made voyages the whole distance from Singapore to the United Kingdom round the Cape of Good Hope, and vessels of even greater displacement have made equally successful voyages from New York to San Francisco around Cape Horn under the system of high and low-pressure hot air. These long voyages show the practical solution of the problem of the use of liquid fuel for ship propulsion. Most of the vessels now being built for the British Navy are constructed, says "Engineering," as regards the double bottom and other suitable spaces, upon an all-tight system, so that such spaces may be made available for storing liquid fuel when the system has become more fully developed. In large warships oil fuel is used as an auxiliary to coal. In torpedo-boats and destroyers oil fuel alone is used. The question of available supplies of oil is one of primary importance to its extended use as fuel.

POLLARD'S LILLIPUTIAN PANTOMIME.

"MOTHER GOOSE" A SUCCESS.

The Lilliputian Opera Company produced a New Year's pantomime at the Theatre Royal last night, and are to be congratulated on its complete success. Owing to the repeated encores, which were responded to in every instance, the performance did not finish until midnight. The scenery was beautiful and appropriate, the dresses were handsome, and the choruses were smart, full and efficient. The various characters in the piece were capital representations. Teddy McNamara as "Mother Goose," a type of new woman, was irresistibly funny. His songs "Baffin Bay" and "I have something to say to you" in which those two pocket editions of fun, Freddy and Johnny Heints, joined, were well received by the audience, who greeted each reappearance of the youthful comedian on the stage with great applause. The part of "William" the waiter, was in the capable hands of Freddy Heints, his brother Johnnie taking a similar part. The twins kept the audience in a ripple of laughter throughout. To Miss Iry Pollard fell the part of "David Dimple," and needless to say she made a dashing David, and acquitted herself admirably. She possesses a pretty voice, which was heard to great advantage in the song "I've got my eyes on you." The part of "May Flower," one of the principal characters in the piece, was taken by Miss Eva Pollard, who acted with considerable skill. Her song "I've told his Miss is all about him" was repeatedly encoored. Miss Eva Moore as "Charley" made a decided hit and was roundly applauded for her many pleasing songs. Miss Olive Moore as "Cassius" was also in a suite to r's. Little Ethel Taylor's skilful and graceful dancing was much appreciated, the audience cheering the performer again and again. The ballets were excellent, and throughout the play went with the pleasing swing peculiar to all Pollard's productions. The music of the orchestra, under Mr. G. Bromley, was excellent, and assisted considerably in the success of the pantomime. "Mother Goose" will be repeated to-night and every night until further notice. To-morrow afternoon a special children's matinee will be given at 3.30, when children and adults will be admitted at half prices.

THE CAMERON HIGHLANDERS.

On New Year's day the transport "Hardinge" arrived in port with the second battalion of the Queen's Own Cameron Highlanders on board. The Camerons go north to relieve the third Middlesex regiment, but will probably remain in Hongkong until Saturday. Yesterday the battalion was landed, and as they marched through the streets in regimental kits, and to the stirring music of the pipes, they attracted considerable attention. Yesterday they were entertained at Mount Austin Barracks by the men of the 3rd Middlesex Regiment.

A football match has been arranged between a Naval team and a team of Cameron Highlanders to take place at Happy Valley on Friday afternoon. The committee of St. Andrew's Society will be present, and hope to entertain their fellow countrymen. This little mark of fraternal feeling will not, of course, entail any call being made on the Society's funds, it being tendered by the committee, but it is open for any member to subscribe to the cost should he wish to do so. As a preliminary, those who are inaugurating this are entertaining the officers to lunch at the Hongkong Club.

AGED EMPEROR'S JUBILEE.

THOUSANDS OF FUGITIVES MAY RETURN TO AUSTRIA.
VIENNA, December 2.
The Emperor Francis Joseph entered on the sixtieth year of his reign to-day. There were no special celebrations of the event, beyond the usual diplomatic recognition of the anniversary of his Majesty's accession.
The great military amnesty which has already been declared by the Emperor is the most striking Diamond Jubilee year event. All deserters and military fugitives are pardoned, and it is expected that one of the results will be that thousands of Austrians who have fled to foreign countries to escape military service will return to their native land.

A great international war exhibition was projected at Vienna for the Emperor's Diamond Jubilee year, but the proposal was dropped, and the funds collected are to be used to build a new hospital.

Most other Diamond Jubilee schemes at the Emperor's own request are philanthropic in character.

A diplomatist who had an audience with the Emperor yesterday told me that His Majesty was looking very well, and had evidently quite recovered from his recent illness.

One of the most interesting features of the sixtieth year of his Majesty's reign will be the issue on January 1 of a new series of postage stamps, the designs on which will represent the various Habsburg rulers at different ages including Maria Theresa and the present Emperor.

The portraits are very artistic and a great run by stamp collectors on the new issue is expected.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 2nd at 11.55 a.m.—The barometer has risen over Japan and S. China, and fallen on the N.E. coasts of China.
The anticyclone area is still lying over the Yangtze and pressure is relatively low to the E. of Japan, and over the S. part of the China Sea.
—Very strong monsoon will continue to prevail in the Formosa Channel and the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N to N.E. winds, fresh, fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 2.

LOCAL SPORT.

KOWLOON CRICKET CLUB SPORTS.

The children's sports, held on the ground of the Kowloon Cricket Club on Wednesday, were largely attended, and were carried through smoothly and successfully. It was the youngsters' day out, and the members of the Kowloon Cricket Club took good care that they should enjoy it. The pretty ground of the Club was nicely decorated with flags, while a special enclosure was roped off for the Government House party. H. E. the Governor and Lady Lugard arrived shortly after the sports began and watched them with interest till the end, when Her Ladyship presented the prizes to the winners. Music was supplied during the afternoon by the band of the 11th Infantry. The many events on the programme were closely contested, and so numerous were the entrants that in many cases races had to be run off in heats. Besides the attractions of the programme the children found the bran tub a source of pleasure, each child taking a dip and securing a toy. Justice was also done to the refreshments, and the committee took care that there should be no shortage in this direction. Those whose efforts brought the sports to a successful termination were Messrs. H. N. Mody, President; Committee—H. T. Richardson (Chairman), S. Smith, J. H. Moad, (Captain), W. Dixon, Wm. Stewart, H. Harrop, H. D. Goldsmith, W. Logan, C. E. Libaud, J. Clelland, P. P. Shroff, (hon. treas.), T. Choo, (hon. sec.).

The results of the various events were—
Boys' Race, 12 to 14 years: C. Gotti 1, E. Little 2, G. Stokes 3. Girls' Race, 12 to 14 years: W. Edwards 1, A. Legge 2, R. Robson 3.
Boys' Three-legged Race: H. Reoch and H. Pereira 1, L. Gomez and F. Remedios 2, H. Stewart and J. McGlashen 3. Girls' Skipping Race, under 14 years: J. Stokes 1, E. Robson 2, N. Robson 3. Polo Race: F. Remedios 1, L. Wilks 2, J. McGlashen 3. Girls' Race, 10 to 12 years: D. Ford 1, M. Lambert 2, G. Talam 3. Boys' Sack Race: T. Logan 1, H. Stuart 2, O. Munso 3. Girls' Three Minutes Skipping Competition, 10 to 12 years: G. Talam, 157 turns, 1; M. Neave, 152 turns, 2; W. Edwards, 128 turns 3. Boys' Race, 8 to 10 years: D. Almeida 1, 4; Pereira 2, J. Baldwin 3. Girls' Blindfold Competition: D. Ritchie 1, J. Stokes 2, C. Long 3. Boys' Egg and Spoon Competition, under 14 years: T. Taylor 1, L. Purves 2, A. Logan 3. Girls' Skipping Competition, under 9 years: D. Wilks 1, J. Jack 2, D. Ritchie 3. Boys' Tug of War: E. Little, F. Hobbs, M. Pinnar, G. Stokes, B. Friend, and H. Long 1. Girls' Race, under 5 years: R. Rocha 1, D. Mason 2, and C. Stapleton 3. Girls' Threescore Race: D. Ritchie 1, J. Jack 2, J. Stokes 3. Boys' Race, 30 yards: J. Monteiro 1, J. Kynoch 2, W. Taylor 3. Girls' Race, 4 to 6 years: C. Hanson 1, B. Morris 2, N. Little 3. Girls' Race, under 4 years: A. Look 1, B. Young 2, Wright 3. Boys' Race, under 8 years: R. Rocha 1, J. Reich 2, J. Baldwin 3. Girls' Egg and Spoon Race: W. Lambert 1, J. Jack 2, L. Hobbs 3. Boys' Wheelbarrow Race: C. Gotti and R. Almeida 1, F. Hobbs and F. Remedios 2, T. Logan and H. Stewart 3. Girls' Race, under 14 years: C. Hanson 1, A. Matthew 2, W. Lambert 3.
At the conclusion of the sports, Lady Lugard presented the prizes to the winners.

YACHTING.

C.Y.C. NEW YEAR CRUISE.

To begin the New Year by yachting in Hongkong harbour is not a bad way. It is certainly as enjoyable as making a noise in public bars. The Corinthian Yacht Club generously offers the opportunity to practically all comers each first of January, and the early hours of that morning, and many hours before-hand, are a time of stress and toil for Mr. Guy, the hon. sec. and Mr. McKirdy, the hon. treasurer.

On Wednesday morning about ten to eleven the harbour was dotted with white sails, for the most part flapping feebly in a faint heart breeze. They looked like "painted ships upon a painted ocean." Big steam launches pulled off Pender's Wharf, whereon were "boys" struggling with huge cases of eatables and drinkables. There were also knots of warmly clad members and guests, busy shaking hands, smiling, and saying "same to you, and many of 'em." They crowded onto the launches, which steamed off, and taking in tow each beamed yacht as they came to it, presently all got behind Stonecutters, leaving Victoria city out of sight. The destination was Lai-oh-ko bay, overlooked by the village of Sheds once occupied by Transvaal-bound coolies. Down the hillside in this bay poured a fairly constant succession of gusts and squalls, and the sailing craft once more became living creatures, gliding like skaters, turning like skaters, and after a momentary pause with slithering jib, gliding again, swiftly and silently—a pleasure to the eye.

Every history has its historian, every recorded scene its point of view, so it may be mentioned that the reporter in the present instance had the "good fortune" to be a guest on the luxuriously appointed cruising yacht "Australian," whereon Mr. and Mrs. J. W. Kew dispensed hospitality. There were watched the beginnings of races, the skillful manoeuvrings to get into line with favourable positions. There at intervals the distant competitors were observed, passing and repassing and thence were witnessed several really exciting finishes. Motor boats panted past, coughing, snorting, beating tinkles spinning the water. From the building ashore, across the intervening stretch of water, came shouts and laughter, and the pleasant vocal murmur of the crowd, at tiffin or at the Place of the Popping of Corks. Once even, at the detailed record appended herewith, there was an added interest, when the spectators became participants, and what was much more pleasant,

eventually winners. The four largest craft of the fleet hove in anchor, except round the target raft toward Chinghoo, roared eastward to the "Hygea" buoy in Stonecutters bay, white water framing their bows, the huge spread of canvas with its cordage strained to groaning point, thence across close-hauled to the "Hankow" buoy, and so home. That was perhaps the most delightful hour of the day, subjectively speaking. The "Australian" led all the way, and won easily. Mr. Pepper's "May," Mr. Gibson's "Marian," and the smaller "Eileen" fought for second place, the two former making a good race for it. Back again at anchor the concluding races were watched, the finish between the "Astoria" and "Spray" being an excitingly close one, and then races and other friends came alongside to get smiles and cups of much appreciated tea from the hostess, and everybody said it had been a most successful day. Several slightly humorous people offered to bet that the Daily Press would say so, anyway, and it would be cruel to disappoint them. But it really was, for all that, and those included in the following list are unlikely to contradict us.

RESULTS IN DETAIL.

Motor boat race, 1st, "Vital Spark," Mr. Blake, 2nd, "Nellie," Mr. Lyons. Won on time allowance.
Handicap class, for members, 1st "Car-gas," Mr. Ramsay; 2nd, "Dorothy," Mr. McCordquale.

Chinese-rigged cruisers, 1st "Australian," Mr. J. W. Kew, 2nd "Marian," Mrs. Ramsay. Ladies' race (one-design boats), 1st "Ariel," Mrs. J. Rodgers; 2nd, "Astoria," Miss Rodgers.

Motor-boats, 1st "Duncan," Mr. Duncan; 2nd "Nellie," Mr. Lyons.
Ladies' Race (Handicapped boats), 1st "Car-gas," Mrs. J. Rodgers; 2nd, "Doreen," Miss M. Sheffield.

One-Design boats, by members, 1st "Astoria," Mr. R. C. Wittichell; 2nd, "Spray," Mr. C. Kew.
Mrs. Hazeland presented the prizes, and was rewarded with a floral bouquet in silver holder. Cheers were given for Dr. Clark, (the Commodore) and the ladies.

The judges were Messrs. J. W. Graham, J. Hand and W. A. Crake; the clerks of the course, Messrs. E. M. Hazeland, D. Templeton and R. C. Wittichell; the motor boat handicappers, Messrs. M. A. Crake, J. Hand and J. Blake; the starters Messrs. E. F. Gibson and G. G. Wood; the timekeepers Messrs. T. Meek and C. J. Cooke; and the stewards Messrs. H. Pearson, H. A. Lammert, D. Gourlay, and C. C. Hill.

CRICKET.

H.K.C.C. V. UNITED SERVICES.

This match took place on the ground of the H.K.C.C. on New Year's day, and ended in a draw. As the scores will show the batsmen played strong on both sides, R. Hancock compiling a century. Scores and analyses are—

H.K.C.C.				
T. E. Pearce, c. Kriekenbeck, b. Major Lewis	47			
H. R. Makin, l.b.w. b. Major Lewis	13			
A. A. Claxton, c. Usher, b. Major Lewis	13			
H. R. Pearce, c. Kriekenbeck, b. Usher	9			
B. Hancock, b. Gibson	40			
B. B. Beattie, c. b. Lewis	7			
W. C. D. Turner, c. Stephenson, b. Usher	63			
A. H. Young, run out	0			
A. W. J. Peake, not out	16			
C. E. Shields, not out	4			
Extras	4			
Total (for 8 wickets)	270			

BOWLING ANALYSIS.				
Lewis	25	0	6	7
Rayment	19	0	7	4
Gibson, R.N.	15	2	75	0
J. Usher	19	2	30	2

United Services.				
Capt. Kriekenbeck, c. Pearce, b. Peake	8			
Capt. Mayhew, c. Peake, b. Shields	21			
C. S. M. Owen, b. Peake	15			
Eng. L. Sharpe, R.N., b. Peake	10			
Mr. Gibson, R.N., not out	73			
Mr. J. M. G. Taylor, l.b.w. b. Makin	14			
C. S. Usher, c. Young, b. Makin	13			
Major Lewis, not out	42			
Extras	5			
Total (for 5 wickets)	201			

H.K.C.C. V. LEAGUE XI.

Yesterday's match between these teams ended in a win for the Club by 32 runs. The scoring was not so rapid as in the previous day's match, but a few of the trawlers were in excellent form and did good work. Brawn was the principal bowler in the League team, his deliveries being responsible for the loss of five of the Club's wickets, while Pearce took all the wickets against the League team. Scores and analyses are—

H.K.C.C.				
B. Hancock, b. Brawn	6			
A. D. Claxton, b. Brawn	7			
H. Hancock, c. Irving, b. Brawn	13			
H. R. Pearce, b. Brawn	11			
L. Usher, b. Brawn	13			
H. R. Makin, b. Irving, b. Brawn	4			
W. C. D. Turner, c. Wishart, b. Wittichell	35			
A. H. Young, b. Irvine	8			
T. E. Pearce, c. b. Irvine	12			
A. W. J. Peake, not out	5			
A. Mackenzie, c. Irvine, b. Wittichell	6			
Extras	4			
Total	124			

BOWLING ANALYSIS.

Pestoni	14	4	33	1
Brown	20	3	64	5
C. E. Irvine	8	4	13	2
B. C. Wittichell	2	—	9	2

League.				
L. J. Wishart, b. Pearce	0			
E. C. Wittichell, b. Pearce	31			
E. Irving, c. R. Hancock, b. Pearce	2			
A. O. Brawn, run out	12			
W. Edwards, l.b.w. b. Pearce	9			
C. S. M. Owen, c. Claxton, b. Pearce	9			
Fuller, R.G.A., run out	4			
Br. Barton, b. Pearce	31			
R. Poston, c. Pearce, b. Pearce	0			
T. E. Pearce, c. Peake, b. Pearce	0			
L. F. Lammert, not out	0			
Extras	8			
Total	92			

BOWLING ANALYSIS.				
B. Hancock	10	5	37	2
T. E. Pearce	17	5	34	1
A. W. J. Peake	4	—	25	—
H. R. Makin	4	—	7	—

FOOTBALL.

H.K.F.C. v. H.M.S. "MONMOUTH."

A match was played at Happy Valley yesterday afternoon between teams representing the Hongkong Football Club and H.M.S. "Monmouth," the result being a win for the civilians by four goals. The team were—
H.K.F.C.: Kew; Annett and Garrett; Hall, E. Humphreys and Gregory; Williams, Turner, Eager, C. Humphreys and Mead.
H.M.S. "Monmouth": Pascoe; Jarvis and Rose; Chapman, Bellingham and McCarthy; Danksbury, Pailham, McKeevan, Boughill and Bodeley.

The Club team played with excellent combination, the sailors having a weak defence and thus finding themselves at a disadvantage with the smart Club forwards who did not miss an opportunity. William and C. Humphreys added two goals each to the Club's score, the other scorers being Turner and Eager. Boughill and McKeevan netted the goals for the naval team. The final score was
H.K.F.C., 4; "Monmouth," 2 goals.

ROYAL ARTILLERY v. ROYAL ENGINEERS.
Another match was played between the 88th Co. R.G.A. and the 25th Co. of the Royal Engineers. After an exciting game the Artillerymen won by three goals to one.

EWO COTTON SPINNING AND WEAVING CO., LD.

The twelfth ordinary meeting of shareholders in the Ewo Cotton Spinning and Weaving Company, Limited, was held at the offices of the General Managers on December 27th. There were present:—Mr. David Landale (chairman), Messrs. A. McLeod, E. E. Clark and Yee Kway-ying (directors), Messrs. J. M. Young, Jas. Kerfoot, P. Crighton, H. J. Clark, C. E. Anton, R. H. Hunt and W. N. Fleming (shareholders). The number of shares represented was 4,838.

The Secretary (Mr. W. N. Fleming) read the notice convening the meeting. The Chairman said:—The report and accounts for the year ending October 31, 1907, having been in your hands for some days, well will with your permission, follow the usual procedure and accept them as read. We regret that we have to report to you a very disappointing year, but as regards the high price of cotton and the lack of demand in the yarn market. At our last annual general meeting your Chairman pointed out that the prospects for the future contrasted unfavourably with the immediately preceding period of good trade experienced in 1905 and 1906, and the result of the year's working unfortunately confirms the correctness of his forecast. The depressed condition of the cotton industry throughout the year must be a matter of common knowledge to you all. The Yangtze markets were influenced by scarcity of food supplies and partial famine, consequent on the bad harvest of the previous season, and the northern outlets were depressed by heavy stocks of imported yarn and restriction of financial facilities. Sales, therefore, were made on a hand-to-mouth basis, and as the year developed, demand became so slack that it was found necessary to restrict the output by working on short time; the mill being stopped on this account for about sixty extra days throughout the year, in addition to ordinary stoppages. This naturally increased the cost of production while the heavy stocks and poor deliveries throughout the year have materially affected our interest account. The net result of these adverse circumstances is shown in a loss on the twelve months' working of about £18,700, but in consideration of the substantial sum carried forward from the previous year, your Consulting Committee recommend the payment of a dividend of five per cent, which can be effected without touching the sum of £150,000 placed to equalization of dividend account last year. The stock of yarn at October 31 was heavy, but has since been considerably reduced, and deliveries are at present well maintained. The present outlook cannot be called brilliant, but there are indications that the trade is assuming a more normal course. Before proposing the adoption of the report and accounts, I wish to refer to one item in the latter, viz:—repairs and renewals. You may recollect that in 1905 the sum of £15,939.90 was transferred to this account to provide for extra renewals necessitated by the age of the mill. Of this amount £12,668.30 has this year been expended in renewing two-thirds of the rips in the ring frames, re-laying twenty of the carding engines, re-laying the floors of the spinning room and engine house with wood and re-covering the whole of the steam piping and boilers with asbestos. The preparation in the card room has also been increased by six additional roving frames, which will make for increased economy and efficiency. The mill buildings and machinery are, therefore, in a thoroughly satisfactory condition. I shall be pleased to reply to any questions that may be asked.

There were no questions and the following resolutions were put to the meeting and carried unanimously:
Proposed by the Chairman, seconded by Mr. A. McLeod.—That a dividend of £15.250 per share on 15,000 shares be paid.
Proposed by Mr. H. J. Clark, seconded by Mr. P. Crighton.—That the Consulting Committee be re-elected.
Proposed by Mr. J. M. Young, seconded by M. J. Kerfoot.—That Mr. G. R. Wingrove be re-elected auditor of the Company for the ensuing year.

LINER WRECKED IN BLINDING STORM.

600 PASSENGERS RESCUED BY A BOAT.
The wreck reported in our telegram is thus described by an "Express" Correspondent, Halifax (N.S.), December 2nd.
The Canadian Pacific liner Mount Temple, from Antwerp to St. John, New Brunswick, was totally wrecked at midnight last night on the West Ironbound Island, off La Hare. The vessel struck during a blinding snow-storm, which rendered it impossible to see ahead. The 600 passengers aboard rushed from their berths up on the deck, to find that the boats had been smashed.
Amid a scene of made excitement a rope was landed, and the passengers were slung into baskets, by which they were transferred to the shore.
They were without food, and owing to the severity of the weather, suffered intensely. They had been without food for twelve hours when they reached Brigantine.
Renter's correspondent states that West Ironbound is a precipitous island at the mouth of La Hare River, and that the steamship, being bound for St. John, was necessarily considerably out of her course in that locality. The Mount Temple is a twin-screw steamer of nearly 9,000 tons, built in 1901.

REPORT OF ST. JOSEPH'S COLLEGE FOR THE YEAR 1907.

The Director of the College forwards the following information:—

The year 1907 has been a successful one all round for St. Joseph's College. The regularity of the boys has shown a marked improvement on previous years. Very few boys were absent for birthdays festivals or other such futile pretences. The average daily attendance during the year was 298.89. The boys generally gave great satisfaction by their good conduct and gentlemanly behaviour. I must particularly commend the boarders in this respect.

The special subjects taught in the College continue to make steady progress. A large number of boys follow our shorthand class, and many of them are certificated. Some have obtained a full certificate of proficiency. In connection with the teaching of shorthand, a committee was formed by Sir Isaac Pitman and some. The present members of the committee are: Mr. E. D. C. Wolfe, Inspector of Schools, Rev. P. de Marie, Pro-vicior Apostolic, and Manager of Schools, Rev. A. Placsek, Military chaplain, Mr. A. Ramsay, chief reporter of the *Daily Press*, and Mr. S. Kingsbury of the *South China Morning Post*. Mr. S. Kingsbury has been appointed secretary. We are very thankful to the Committee for the great interest they are taking in their work. A first meeting was held on Friday the 29th November, and a speed examination was conducted by them in St. Joseph's College on the 7th ult. A large number of boys follow a regular course in typewriting, and seem to make great progress in speed and accuracy.

Hygiene was studied with good results. Master Carlos Sequeira was bracketed first in the advanced course. Thus St. Joseph's College held the first place for the two years' trial competition existed. We did not send in any boys for the Shield competition. Lantern lectures in geography were given during the months of March, April and May and an examination was held at the end of the course. Five of the best papers were submitted to Mr. E. D. C. Wolfe, Inspector of Schools. His decision was in favour of Master Francisco Lopez, who is consequently entitled to the prize of \$10 granted by the Trustees of the Bellini Scholarship Fund.

The results of the Oxford Examination were very satisfactory. Two boys passed in the senior, seven in the junior, and seventeen in the preliminary. Masters Peter Prevost and Joaquin Thuan passed in the Preliminary with Third Class Honours. On the whole \$1.3 per cent of our boys succeeded in the examination.

One boy who failed in the Junior division scored good marks, and passed in seven sections. His failure was due to his not having satisfied in dictation. One of the features of the examination was the great number of G's obtained.

The Oxford Examination the Inspector's examination, and the various tests held throughout the year, show that there is a marked improvement in the English of the College. All our boys satisfied the Oxford Examiners in Shakespeare's Coriolanus and Addison's Spectator in the Senior and Junior, and all but two satisfied in Scott's Taleman in the Preliminary. The Oxford boys were also very successful in Book-keeping and Mathematics. Their work was Drawing, particularly in the Junior.

The Chinese section of the College is doing very well on the whole. Great efforts were made to improve the English of the Chinese boys. I am glad to say that most of them speak with much greater facility and with better pronunciation than in past years. When promoted to higher standards they generally kept towards the top. Their regularity was pretty good throughout the year.

Our boys take very great interest in the School sports and in football and cricket. Physical drill has great attraction for them, especially for the seniors. The lesson has been given pretty regularly throughout the year. We have to thank the Military authorities for so kindly allowing a drill instructor to come to the College four times a week.

REPORT OF THE INSPECTOR OF SCHOOLS.

Sanitation. Very satisfactory.
Floor Space. Sufficient for 522 pupils.
Apparatus. A great deal of attention is given to the apparatus, which is excellent.
English. Colloquial. Good throughout the school, especially in the highest standards where explanations of difficult passages were given with fluency and accuracy.

Reading. Good. The pupils all understand the subject matter.
Composition. Distinctly good in the upper, and fair in the lower standards.

Hand writing. Good throughout the school, including the Chinese division. The punctuation has improved.

Literature. Is taught in Standards VII and VI. Standard VII Senior did well in a Shakespeare paper, and VII Junior very fairly well except in quoting where very few of the boys seemed to feel the rhythm of the lines. Standard VI were examined in the Taleman and did very well.

Grammar. Very fair. However in some cases the questions had not been carefully read and the answers were not to the point.

Geography. Standard VII might have done better in the physical geography paper, one question was not answered correctly by any one. All the other standards except Standard III did well. Standard VII was poor.

History. Standards VII, VI, and IV did well. Standard V was not so good. The subject matter was generally well known, but the dates were very inaccurate in many cases.

Mathematics. Arithmetic. For some unknown reason the working of sums was not always known, and it was quite impossible to tell how the answers had been obtained. The work in Standard VII was rather disappointing.

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It was fair in the other standards, except in Standard III where it was distinctly good. The papers were very neat indeed and it is only a pity the results fell short of last year's work.
Algebra. VII Senior did some excellent work, VII Junior were not so good; VI and V did well; IV fairly well only. I am inclined to believe that in class IV some boys copied the answers as out of 11 correct answers to a division sum only one showed no mistake in the working, and six were so hopelessly wrong that it is impossible to come to any other conclusion.

Geometry. Standard VII, very good.
Geometrical Drawing. VI very good. Some definitions were rather weak.
Euclid. Standard V good.
Book-keeping. Very good and very neat.

Hygiene. In the advanced course a boy from this school was bracketed first. No team was entered for the Team competition.

Since last year it has been found more convenient to create a Chinese division to which only Chinese pupils are admitted. It is divided into three standards. I examined them in the usual subjects, details of which are given below and I am of opinion that these classes are a distinct success.

English. Reading. Good throughout. The explanation of the subject matter had been well taught.

Handwriting. Good.
Composition and Dictation Good.

Chinese. Reading. Good.
Composition. Fair in Standards III and I, good in I. The upper standards should do better.

Geography. Good on the whole. In Standard II the physical geography was well known. Arithmetic. Good throughout, but here again the full working of the sums was not always shown.

General. In some papers the spelling was rather faulty, and in some cases information was given in part and the rest left to my imagination by the addition of the word etc. This is not permissible in examination papers.

Grant. I recommend a grant at the rate of 35/-, the full grant, and report that the school is again "thoroughly efficient."

SIXTY MEN ENTOMBED.

Monongahela (Pennsylvania), December 2.
Sixty miners were entombed by an explosion of black damp in the Naomi coal mine last evening.

The entrances to the pit were blocked, and only one man managed to reach the surface, making his escape through the shaft. At the top he dropped dead, having been poisoned by the inhalation of the fumes.
The mine shaft was surrounded all night by frantic relatives, who were powerless to render aid owing to the choking gases. An organised effort to reach the victims is now being made.

MRS. PATRICK CAMPBELL'S SMOKE.

New York, December 2.
Mrs. Patrick Campbell, the actress, is much annoyed because the manager of the Plaza Hotel, where she is staying, objects to ladies smoking in the tea room.
She states that at the Carlton and Ritz Hotels in London a lady is allowed to smoke cigarettes if she wishes to do so, but that when she lit a cigarette in the tea room of the Plaza the manager compelled her to put it out again.

THE BOXING CHAMPION.

CANADIAN WINS THE HEAVY-WEIGHT CONTEST.

The heavy-weight boxing championship of the world was won at the National Sporting Club, King-street, Covent Garden, by Tommy Burns, of America, who defeated "Gunner" Moir, the Englishman, in ten rounds.
This was the first time for many years that a heavy-weight championship was fought in London, and the contest excited extraordinary interest. All the seats were disposed of at five and ten guineas each. For the last few days it was impossible to procure one even at a high premium.

The crowd was a remarkable assembly of members of the Houses of Lords and Commons, and representatives of commerce, finance, literature and science.
The men fought for \$500 a side and a purse put up by the National Sporting Club. Altogether \$1,180 accrued to the winner.

So general was the interest taken in the fight that an enormous crowd gathered outside the club to hear the result, and had to be kept back by a force of mounted police.

Burns, the winner of the contest, is a Canadian by birth but has spent the greater part of his life, and won his greatest fights, in the United States. He made his debut as a boxer by going to see a match as a spectator and entering the ring as a substitute for a man who failed to appear.

Burns is twenty-six years old weighs 12st. 7lbs., and is 5ft. 7ins. in height. Moir is nearly two inches taller, and seven pounds heavier.

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MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

LONDON, November 22nd.

THE OPENING OF OLYMPIA.

The Exhibition at Olympia was opened with-
out any great formality by his Royal Highness
the Duke of Connaught, who was accompanied
by his son, Prince Arthur, and Major Murray,
and attended by Lord Montagu of Beaulieu, and
Mr. E. Manville, president of the Society of
Motor Manufacturers and Traders, with Captain
Dundas Orr (South Staffordshire Regiment),
and other gentlemen. A large crowd impatiently
awaited admission, and from that day to this on
which I write, it has been surging in and out
of the huge building.

Of the enormous public interest that is taken
in motoring—and by vast numbers who do not
own cars, and possibly have no such ambition—
this is an indication in itself. The spectacular
attractions of the Show, apart from such in-
terests, are great.

TOO MUCH TO SEE.

Entering the wide portals, one is presented
at once with a bewildering array of stands, each
endeavouring the outvie the others with its
blaze of electric light which are reflected from
polished metal, varnish and glass. The best
view is to be had from the gallery. The decor-
ations and illuminations are on a scale
exceeding in brilliance and extent anything
displayed on former occasions. Such, also, is
the case with the exhibits. And, if the cars are
numerous, the accessories are innumerable.
Within the confines of my space I find that it
will be impossible to even attempt an adequate
description of all that greets the eye of the keen
motorist—I noticed some of these organs
rolling in fine frenzy as their owners sought to
discriminate 'twixt this and that, whilst seeking
for the things to best suit their requirements.
For my part, I resolved to go after those cars
that seemed to embody useful points for the
readers of these notes. With the high-priced
cars, therefore, I have nothing, now, to do.
Whoso favours the £1,000 car, and is
fortunate enough to be able to satisfy his
fancy, will, no doubt, have made up his
mind, and will choose for himself when the
approach of next hot weather brings him home.

SOME CHEAP AND USEFUL CARS.

There is, in this Show, a greater number of
the more moderately priced cars, among which
the average man gets lost in the endeavour to
select one to his requirements—that is, unless
he has a pretty good idea as to exactly what he
is looking for. At prices ranging from £150
to £375 there is a variety of useful models.

Taking these in order of price, the Rover Com-
pany, Ltd. show a 6 h.p., on cylinder, two-seater
car, with hood and screen at £150. This model
will, no doubt, find favour among those who
desire to replace the ubiquitous "buggy and
rat" with the more up-to-date motor car.
This is an excellent all-round car for such
localities as possess fairly good roads, with not
too difficult gradients. An 8 h.p. 2 seater
at £210 by the same firm will suit those who
require a slightly higher power. Straker and
Squire, Ltd. present wonderful value in their
"all-British" model, 4 cylinder, 2 seater,
provided with hood, wind-screen and all
accessories at £250. This is a very strongly
built and powerful (12-14 h.p.) car, with
magneto ignition and forced lubrication. The
"Cadillac" is the one American car that has
won popularity in England, and it deserves it.
The makers, the Anglo-American Motor Car
Company, have a one cylinder, 10 h.p. model
at £200 guineas. This is a car of proved
reliability so far as trials are concerned.
Hampers' 10-12 h.p. "poplar" model of
£275, and their "Premier" four-seater
at £200 fitted with hood and screen,
are both handy and useful vehicles which
are deservedly gaining in popular favour.
The Allards 10 h.p. 2 cyl. two-seater at £250
guineas, and their 14 h.p. 4 cyl. four-seater at
£310 guineas, are improvements on the previous
low-priced models of this firm. The palm,
however, so far as all round recommendation
goes, must be accorded to the 14-16 h.p. model
shown by Argyle Motors, Ltd. This is fitted
with head-lamps, hood and wind-screen at £375.
Eastern motorists will have an opportunity of
seeing this model, as Mr. W. T. Lord, a well-
known racing motorist, is now touring the East,
India, Ceylon, Straits Settlements, China and
Japan, with two of them. It will pay to give a
little more and get proportionately better
value both as regards first cost and subsequent
upkeep. Darracq and Co. have a 14-16
h.p. 4 cyl. double phaeton, fitted with
Cape cart hood and glass screen, at £375
without extras, that comes a close second.
The Riley Cycle Company's 9 h.p. 2 cyl.
two-seater at £198 is a marvel of cheapness,
but the same firm's 12-14 h.p. five-seater at
£283 is worth its additional price. These are
a few of the many useful models on view.
Taking any two cars of the same class and
price, of any two makes, and comparing them,
there is really very little to choose save as
regards body-design and various minor matters
on which different motorists have differing
tastes.

APPROACHING UNIFORMITY.

Car design is approaching to a general
uniformity. The question of "live axle versus
chain" has been practically settled by an almost
unanimous adoption of the former; though, to
be sure, the covered-in chassis as fitted to
Sunbeams and Albions are capable of wonderful
performances. There are many detail improve-
ments in cars and fittings, but few in car
construction in general.

SOME ACCESSORIES.

Motor Car tyres are all reduced in price.
Dunlops, the Floydsbury, the Challoner Tyre
Co., and others exhibit the latest in detachable
rims. The type question is even more urgent
in the tropics than in these higher latitudes.
If rubber we must have—and there seems no
chance of an alternative—then the rival claims
of pneumatic over solid tyres must be con-

sidered; so far, the pneumatic holds the field,
despite its porosity and liability to puncture.
A solution is being sought in the middle
way, so that we have Elastos, a new kind of
filling in place of air, that gives a paradoxical
kind of "solid-hollow" tyre. I do not know
enough, as yet, of the merits, or demerits, of
Elastos; but even if it proves satisfactory in
Europe, it may not give equal results in the
tropics, and yet, it may. And again, is it the
long-sought solution of all our tyre-troubles?
Elastos is certainly interesting, and I propose
giving it some attention in the way of experi-
ments on which I hope to report in a future
letter. The Biot stand is one of the most
interesting among the accessories in the
gallery. They show a variety of lamps to
suit all tastes and pockets. The Brooks auto-
mobile trunks are ingeniously arranged to fit almost
any place about a car that can hold a trunk.
Messrs. Brooks supply covers and wrappers for
everything connected with motor-cars, also a
selection of the well-known Brooks non-skid
tyres. The special feature of the Burgess stand
is the "anti-puncture" patch. This is slipped
under the tyre cover when a burst takes place,
thus preventing further damage to the new
tube; its advantage is in manipulation and
neatness. The number of repairing and
vulcanising devices is legion. G. Davenport
and Co., Ltd., show a speed-indicator which is
actuated in a novel manner off the wheel-nut.
Some excellent mileage recorders, motor watches,
etc. are also shown. Messrs. Alfred Danhill, Ltd.,
of Euston Road, and Conduit Street, provide
a great attraction for ladies in the shape of all
the latest motor-modes. The motorist at
home on leave should make a point of
visiting either of Messrs. Danhill's two
branches, where he—or she—will find every
thing necessary for comfort and adornment in
the way of hosiery, hats, goggles, masks, leg-
gings, and the like. Interest centres round
the new Dunlop detachable rim. A large
chronograph is erected in the stand, and the
visitors time the operator as he takes off and
replaces a rim in about ten seconds. This rim
is one of the features of the Show, and is a fine
example of Dunlop enterprise. A full range of
the famous tyre is, of course, shown. A new
material for non-skid treads is shown for the
first time by Messrs. Gross, Ltd., of Northamp-
ton. This substance is rubberised leather, and
is said to be as durable as leather and quite
waterproof. A selection of steel-studded covers
provided with these treads is shown. These
should be very well adapted for tropical use.

THE DISPLAY SHOW.

Such are a few of the noteworthy things to
be seen at the Show. It is quite hopeless to
attempt anything like a full and adequate review
of the whole. The voluminous notes, taken in
the interest of my readers in the Orient, must
therefore, remain to be dealt with as occasion
calls for them. The Show closes to-morrow
(Saturday), and the current news of the motor
world will resume its wonted channels. With
the closing of the Show comes the question:
Will the Olympia Motor Exhibition be dis-
continued for the future? The fact is, it does
not pay. Designed as a big advertisement,
firm do not find that they get value for their
money in the shape of increased business. Each
firm has a permanent "stand" in its own
premises, where prospective purchasers may
view the various models. "The newspapers,"
said one man to me, "are much more useful
to us than all this. Nevertheless, this Show,
if it be the last, will remain a gorgeous memory
with all those who have visited it."

THE BOON OF HEALTH.

HOW YOU MAY REGAIN IT, IF
LOST, AND—KEEP IT.

There is no greater single source of happiness
than that which comes from the possession of
good health. An invalid, though he possess
£100,000 cannot be really happy. Therefore,
every man and woman should seek the boon of
sound health. Now what is health? It is the
orderly working of all the bodily functions.
The nourishment and strength of your body
and brain depend on the proper digestion of
your food.

Indigestion is the chief ailment of the human
race. It starves your system. You become
weak, nervous, anaemic, while impurities, due
to decomposition of the undigested mass in
stomach and bowels, pass into your blood and
poison your whole system.

On the first indication of digestive weakness
take Mother Seigel's Syrup. It will tone and
invigorate your stomach, liver and bowels,
cleanse your blood, and ensure perfect digestion,
perfect health.

Mrs. Farrow, 3, Livingstone Place, Bx
Street, Norwich, writes: I lost appetite, and
suffered very much from pains in the stomach,
and wind. I had headaches very often, was
troubled greatly with constipation. Then I
began to have pains in my back, too. But at
last I was advised to take Mother Seigel's
Syrup, and I began to feel better.

Mother Seigel's Syrup cures Indigestion,
Biliousness, Constipation, Headache, Wind
Palpitation, Oppression at the Chest, Loss of
Appetite, Pains after Food, Nausea, Dizziness,
and the many other ills that arise from a
disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared
in Tablet form, and sold under the name of
Mother Seigel's Syrup Tablets.
Price 2/9—One Size ONLY. 58-1

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Ceylon Maru* (European
Line) left Moji for this port on the 30th ult.,
and is expected here on the 5th inst.
The N.Y.K. str. *Wakamiya Maru* (Daimaru
Line) left Singapore for this port on the 31st
ult., and is expected here on the 6th inst.
The P. & O. str. *Palawan* left Singapore for
this port on the 31st ult. at 6 a.m.
The I.G.M. str. *Sachsen* which left here on
the 25th ult., arrived at Singapore on Monday,
the 3rd inst. at 7 a.m.

DAVID CORSAIR & SON'S.

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

Abbey's Effervescent Salt

The disagreeable features
of travelling can be overcome
when you have a bottle of
Abbey's Salt with you.

A change from the daily
routine of living brings Head-
aches, Biliousness and Con-
stipation, which are so fre-
quently incidental to travelling.
Abbey's Salt will almost
instantly relieve you of these
disturbers of pleasure by its
soothing effect on the Stomach,
Liver and Bowels.

Sold in two sizes by all Chemists and Stores,
and by Watkins, Ltd., and A. S. Watson,
11, Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
44, Queen Victoria Street, London, E.C.

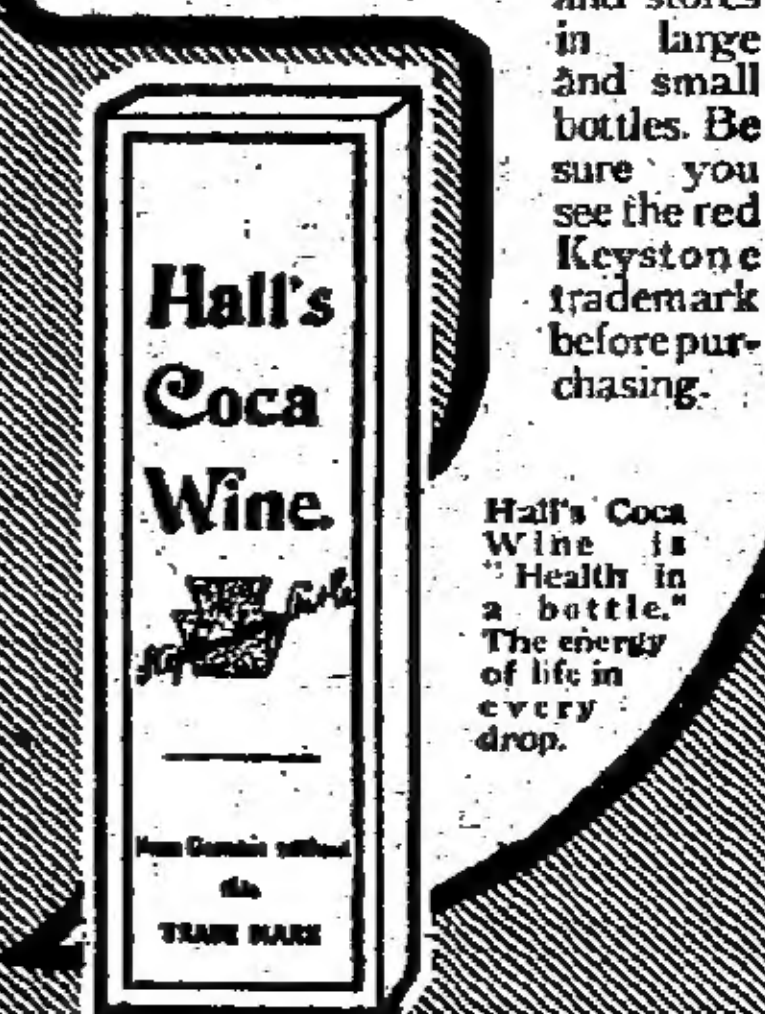
Quite Well, Thank You

The man who tells you to-
day that he is "quite well,
thank you," may to-morrow
be writhing in the grip of some
terrible disease.

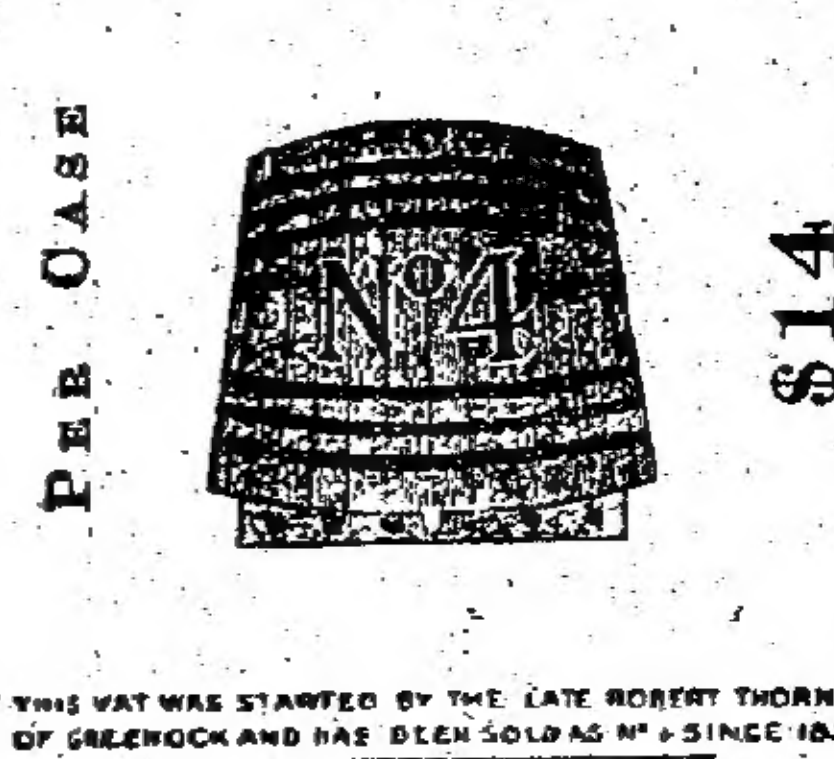
Somewhere in his system
there may be a weak spot—
something he does not know
of—something that may cost
him his life.

Hall's Coca Wine

will rid you of your "weak spots."
It will give you energy and strength,
richer blood and steadier nerves.
It will make you healthy and keep
you healthy. Sold by chemists
and stores in large
and small bottles. Be
sure you see the red
keystone
trademark
before pur-
chasing.



THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
1783

BETTER THAN COPAIBA MATICO

GRIMAULT & CO. CHEMISTS, PARIS
Renowned Physicians prescribe Grimault's Matico
as the most active and at the same time the most
inoffensive remedy in the treatment of Acute and
Chronic Diarrhoea, The Colic, white Copie, and
do not cause eruption on the skin or produce nausea.
MATICO INJECTION is used in recent
MATICO CAPSULES is the most efficacious

CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from
OPPRESSION in breathing, BRONCHITIS,
and EMPHYSEMA, and DIFFICULTY
in expectoration.
Grimault's Cigarettes render the respira-
tion easier, cut short the paroxysms, and
remove the feeling of tightness across
the chest.
GRIMAULT & CO., PARIS
Sold by all Chemists.

ON SALE.

BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, January to June
1907. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 26th July 1907.

INTIMATIONS

S. MOUTRIE & CO., LTD.

NEW SEASON'S MODELS

JUST ARRIVED

BABY GRANDS

AND

COTTAGE PIANOS

BY

BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

CHAPPELL AND

ROSENKRANZ & Co.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 137-2

AID FOR THE AGED.

The latter end of the span of life is usually
tried because the body loses its ability to
promptly renew the tissues worn out by each
day's exertions. A "ripe old age" presupposes
a strong, healthy body, capable of repairing
the daily waste. Old people benefit greatly
from the assistance given by Hall's Coca
Wine—from its actual food value as well as
its restorative and stimulating effect. It
actually rejuvenates the system, and thus
lengthens and makes happier the declining years.
Hall's Coca Wine prevents many of the familiar
and annoying ailments of "aged people,"
neuritis, colds, headaches, weak stomachs,
disordered bowels, etc.—because it feeds both
blood and nerves, and exhilarates the sluggish
organs into healthy action.
1970-4

mitsu bishi goshi-kwaisha
(mitsu bishi co.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI"
which applies to all Branch Offices.
At ABC 5th Ed. Western Union Codes used
All Letters Addressed:
MANAGER, MITSU BISHI Co.
with name of place under.
BRANCH OFFICES—
YAGASAKI, MOJI, KOBE, KARATSU
SHANGHAI, HONGKONG, &
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MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS of Takashima,
Johi, Shinow, Namazata and Kami-Yamada
Collieries, and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Buzen Coal.
The Head and Branch Offices and the
agencies of the Company will receive any order
or sale produced from the above Collieries.
T. MATSUKI, Manager, Hongkong,
814-1, No. 2, Pedder Street.

The Handy Home Remedy.
A box of BEECHAM'S PILLS should
always be kept in the house, as, like a
"stitch in time," they may save much
future worry and expense. On the
first sign of any derangement of the
system, a dose should be taken, and
they will invariably have the most
beneficial effect.
"Prevention is better than cure,"
we are told. Next time you feel "out
of sorts" just take a dose of Beecham's
Pills, and so prevent a seemingly
small ailment growing into serious
trouble. BEECHAM'S PILLS prevent
illness as well as cure it. Most people
take them to keep themselves in good
health. There are wise and happy
ones—they hardly ever know what
ill health is.
There is no medicine in the world
to compare with

BEECHAM'S PILLS

They will not harm the most delicate
—and the strongest—will benefit by
using them. They are a tried remedy
—the trusted friend of thousands of
ladies all over the world.
Women especially suffer from head-
ache, backache, loss of energy and
spirit, Nervous Dyspepsia and many
other ailments which make life
almost unbearable. Every woman
can be immediately relieved of this
suffering if upon the first sign of any
derangement she will take a dose of
BEECHAM'S PILLS.

Worth a Guinea a Box.

In boxes, price 9/6, 4/11 and 2/6.
86-3

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, Belzon, 1st January—Haiphong and Hoihow 30th Dec. 1907—Jensen & Co.

CHANGCHOW, British str., 1,208, H. E. Walker, 1st January—Chinkiang 28th December, Butterfield & Swire.

CHIHUI, British str., 1,176, J. Warrack, 2nd January—Haiphong Dec. 29th, and Hoihow Rice and St. ck—Butterfield & Swire.

CHING WO, British str., 1,257, D. Maclean, 2nd January—Singapore 26th December—Butterfield & Swire.

CHOYHANG, British str., 1,424, A. E. Sandback, 1st January—Shanghai 28th Dec, General—Jardine, Matheson & Co.

DAIJIN MARU, Japanese str., 1,000, Suruga, 1st January—Swatow 31st December, General—Onaka Shosen Kaisha.

HADDINGE, R.M.S. str., 5,434, S. D. Vale, R.M., 1st January—Durban 10th Dec. Troops.

ICHANG, British str., 1,228, L. Jones, 1st Jan.—Shanghai 29th December, General—Butterfield & Swire.

KAOCHUANG MARU, Japanese str., 3,372, T. Aoki, 1st January—Singapore 24th Dec, General—Nippon Yusen Kaisha.

KUANG PING, Chinese str., 1st Jan.—Canton, Macao, etc.

MACDOFF, British str., 1,882, L. James, 1st January—Moji 24th December, Coal—Bradley & Co.

NEWCHANG, British str., 1,84, E. L. Jones, 1st January—Amoy 30th Dec. Beans—Butterfield & Swire.

NYANZA, British str., 4,139, H. S. Bradshaw, 1st January—Yokohama 17th December, General—P. & O. S. N. Co.

ORLAND, Norwegian str., 1,468, T. A. Lie, 1st January—Moji 27th December, Coal—Waller & Co.

PHOENIX PAKE, British str., 1,115, J. H. Scott, 1st January—Singapore 27th December, General—Chinese.

TAKASAKI MARU, Japanese str., 2,943, A. Mochi, 1st January—Moji 26th Dec, General—Nippon Yusen Kaisha.

TIBODIAS, Dutch str., 2,953, P. Zwart, 2nd January—Macassar 24th Dec, General—Java-China-Japan Line.

ZIETEN, German str., 7,968, P. Prosch, 2nd Jan.—Bremen 21st November, Mails & General—Melchers & Co.

DEPARTURES.
31st December.

CHONGSHING, British str., for Tsingtau.

KANGCHOW, British str., for Hongkong, 1st January.

CHILDAR, Norwegian str., for Fankok.

CHUYUNG, Chinese str., for Canton.

CHOYANG, British str., for Canton.

DROMED, British str., for Singapore.

KOISCHANG, German str., for Fankok.

KWEIYANG, British str., for Hongkong.

KAGHAN, Norwegian str., for Haiphong.

TAIYAN, British str., for Manila.

TRIUMPH, German str., for Hoihow.

YOHOW, British str., for Shanghai.

YONCK, German str., for Singapore, 2nd January.

DEYAWONGSE, German str., for Swatow.

FRITZJOY, Norwegian str., for Saigon.

GLENNOL, British str., for Amoy.

HANGSANG, British str., for Shanghai.

KIANGPING, Chinese str., for Chinkiang.

WAKAMATSU MARU, Japanese str., for Moji.

SHIPPING REPORTS.
The British str. *Changchow* reports: Moderate to strong N.E. monsoon throughout the passage. The British str. *Choyang* reports: Light S.W. winds to strong N.E. monsoon, high sea and fine clear weather.
The British str. *Ichang* reports: Fresh northerly winds and moderate sea, weather cloudy but fine.
The Brit. str. *Phoenix* reports: Moderate to fresh N.E. monsoon, with corresponding sea and fine weather throughout.

VESSELS IN DOCK.

December 31st.

ADRIAN DOCK—Lightning.

KOWLOON DOCKS—New Mole, Woolwich, Hingang, Kweichow, Lihai, Pakiet, Hingankan, COSMOPOLE DOCK—Chungking.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A CARNIVAL

in MANILA under Government auspices during the week commencing 3rd FEBRUARY, 1908.

AS an inducement to Hongkong residents to patronize this important event, besides enjoying a holiday of reasonable length, we have decided to despatch our Steamer "RUBI" on FRIDAY, 31st January, in the evening, instead of at NOON on SATURDAY. The Steamer will, therefore, reach Manila early on MONDAY morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of TUESDAY, 11th February.

We have arranged a special fare for this round trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure a sufficient number of passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 13th December, 1907. 1908

VESSELS ON THE BERTH

CHINA COMMERCIAL S.S. CO., LTD.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE."

Capt. G. C. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, TO-MORROW, the 4th Jan., at 5 P.M.

For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansions,
Hongkong, 28th December, 1907. 110

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC."

Capt. Thompson will leave for above Ports on or about SATURDAY the 25th January, 1908.

For Freight apply to
ARNHOLD KARBBERG & Co.,
Agents,
Hongkong, 23rd December, 1907. 108

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAVON	Brit. str.	—	Wolfenden	McGREGOR BROS. & GOW	On 9th inst.
LONDON & ANTWERP VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
MARSEILLES, via PORTS OF CALL	ARMAND BEHIC	French str.	—	Guionnet	MESSAGERIES MARITIMES	On 11th inst., at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, & COPENHAGEN	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 10th inst.
ROTTERDAM & HAMBURG VIA STRAITS, & C.	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 9th inst.
ROTTERDAM & HAMBURG VIA STRAITS, & C.	SIAM	Swed. str.	—	Wagner	MELCHERS & Co.	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, & C.	C. FRED. LAEISZ	Ger. str.	k.w.	Doinat	HAMBURG-AMERIKA LINIE	On 4th February.
ROTTERDAM & HAMBURG VIA STRAITS, & C.	YANDALIA	Ger. str.	k.w.	Vahsel	HAMBURG-AMERIKA LINIE	On 10th inst.
ROTTERDAM & HAMBURG VIA STRAITS, & C.	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 19th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 16th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDEPAHRA	Am. str.	—	Thompson	SHEWAN TOMES & Co.	On 14th February.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—	Thompson	STANDARD OIL CO.	On 20th inst.
BALTIMORE & NEW YORK	JESERIC	Am. str.	—	Thompson	ARNHOLD, KARBBERG & Co.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF INDIA	Brit. str.	2 m.	Cowley	CANADIAN PACIFIC S.S. CO.	On 15th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, & C.	MONTEAGLE	Brit. str.	1 m.	Cowley	CANADIAN PACIFIC S.S. CO.	On 23rd inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	DODWELL & Co., Ltd.	On 23rd inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, & C.	KASATO MARU	Jap. str.	—	D. Mori	TOTO KISEN KAISHA	To-morrow, at 5 P.M.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	MARIE	Ger. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	On 1st Feb., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINOTU	Ger. str.	1 m.	W. B. Brown	MELCHERS & Co.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINOTU	Ger. str.	1 m.	W. B. Brown	MELCHERS & Co.	On 9th inst., at 4 P.M.
YOKOHAMA AND KOBE	YOKOHAMA	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	Ger. str.	k.w.	F. Proesch	MELCHERS & Co.	To-day, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SIKANG	Ger. str.	k.w.	J. G. Oliffent	HAMBURG-AMERIKA LINIE	On 6th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	—	Schiller	DAVID SASSON & Co., Ltd.	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	YARBA	Fr. str.	—	Sandback	MESSAGERIES MARITIMES	About 6th inst.
SHANGHAI, KOBE & YOKOHAMA	CHOYANG	Brit. str.	—	Habel	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SAXONIA	Ger. str.	k.w.	C. R. Longden, R.N.R.	HAMBURG-AMERIKA LINIE	About 5th inst.
SHANGHAI, YOKOHAMA, & KOBE	PALAWAN	Brit. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 10th inst.
SHANGHAI	PETRONIA	Dan. str.	—	L. D. Northcombe	MELCHERS & Co.	Sometimes in March.
SHANGHAI	DEVANHA	Brit. str.	—	E. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
SHANGHAI	SHAOSING	Brit. str.	1 m.	E. A. Wavel	BUTTERFIELD & SWIRE	On 1st Feb., at 4 P.M.
SHANGHAI	TOCHOW	Brit. str.	1 m.	I. Sakurai	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
NINGPO & SHANGHAI	KUANG	Brit. str.	1 m.	A. J. Robson	USAKA SHOSSEN KAISHA	On 17th inst., at 4 P.M.
TAMU via SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 h.	A. J. Robson	DOUGLAS LAFRAIR & Co.	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
HAIPHONG	HUICHOW	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
MANILA	LOONGSANG	Brit. str.	—	E. Almond	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
MANILA	REBI	Brit. str.	—	A. W. Outerbridge	SHAWAN, TOMES & Co.	To-morrow.
MANILA	TAMING	Brit. str.	1 m.	T. Meyrick	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	E. Rodger	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	A. Romerville	SHAWAN, TOMES & Co.	On 14th inst., at 4 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	M. Hilde	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
CEBU & ILOILO	SUNGIANG	Brit. str.	1 m.	C. H. Pennesfather	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Brit. str.	—	F. Semill	MELCHERS & Co.	Middle of January.
ROMBAT & SINGAPORE & PENANG	CAPE	Brit. str.	—	Dini	CARLOWITZ & Co.	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at 3 P.M.
SAMARANG & SOERABAJA	TUPANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINE	About 6th inst.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER. 19 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA" 6,000	...	THURSDAY, 16th Jan. ... 3rd Febr.	...
"MONTEAGLE" 6,163	...	WEDNESDAY, 25th Jan. ... 22nd Febr.	...
"EMPEROR OF JAPAN" 6,000	...	THURSDAY, 12th Feb. ... 30th March	...
"EMPEROR OF CHINA" 6,000	...	THURSDAY, 12th March ... 30th April	...
"EMPEROR OF INDIA" 6,000	...	THURSDAY, 8th April ... 26th May	...
"MONTEAGLE" 6,163	...	WEDNESDAY, 22nd April ... 16th May	...

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the CANADIAN PACIFIC "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers ... " 240. " 242.
and Last Class Railways ... " 240. " 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	Captain	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 4th January, 1908.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st January, 1908. 14



HONGKONG-NEW YORK-BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAPURA" ... On 14th January, 1908.

For Freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 1st January, 1908. 15

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers "REHMANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with furniture. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILBIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA: * REHMANIA ... 22nd Jan., 1908

* HOHENSTAUFEN ... 22nd Febr., 1908

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, PLYMOUTH, HAVRE, & HAMBURG.

* SCANDIA ... 9th Jan., 1908

* HABSBURG ... 30th Jan., 1908

* REHMANIA ... 26th Febr., 1908

* HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

* SIKANG ... FOR SHANGHAI ... 6th Jan.

* SAKONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 7th Jan.

* SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan.

* REHMANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan.

* BRADILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Febr.

NEXT SAILINGS HOMEWARD:

* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan.

* ARAGONIA ... HAVRE & HAMBURG ... 10th Jan.

* DORTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 16th Jan.

* YANDALIA ... HAVRE & HAMBURG ... 19th Jan.

* HABSBURG ... MARSEILLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Jan.

* C. FRED. LAEISZ ... ROTTERDAM & HAMBURG ... 4th Febr.

* SAXONIA ... HAVRE & HAMBURG ... 14th Febr.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted with the most up-to-date appliances. Daily qualified Doctor and stewardsess carried. Laundry on board.

COAST SERVICE.

KOWLOON. For TSINGTAU, SHANGHAI & CHINKIANG ... 2nd January

Freight and Passengers. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain Sailing Date.

* KUMERIC ... 6,232 Cowley ... On 28th January, 1908.

* SHAWMUT ... 9,606 E. V. Roberts ... On 21st February, 1908.

* TREMONT ... 9,606 T. W. Garlick ... On 17th March, 1908.

* SUVERIO ... 6,232 W. Shotton ... On 9th April, 1908.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
HONGKONG, 1st January, 1908. 18

VESSELS ON THE BERTH

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain J. G. Oliffent, will be des

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA.	Capt. C. R. Longden, R.N.R.	About 5th Jan.	Freight and Passage.
SHANGHAI	DEYANHA, Capt. T. H. Hild, R.N.R.	About 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS DELHI	Capt. J. D. Andrews, R.N.R.	Noon, 11th Jan.	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1908

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 3rd Jan., 4 P.M.
HAIPHONG	"HUICHOW"	On 4th Jan., 11 P.M.
NINGPO and SHANGHAI	"KIUKIANG"	On 4th Jan., 11 P.M.
MANILA	"TAMING"	On 7th Jan., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 9th Jan., 4 P.M.
SHANGHAI	"SHAOHSING"	On 12th Jan., 4 P.M.
MANILA	"TEAN"	On 14th Jan., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 15th Jan., 4 P.M.
SHANGHAI	"YUICHOW"	On 17th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 1st Febr., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—
Hongkong, 3rd January, 1908.BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIOGO and YOKOHAMA	"ZUETEN"	Friday, 3rd Jan., 9 A.M.
MANILA, FRIEDR. WILHELM, HAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Saturday, 4th Jan., at 10 A.M.
KUDAT and SANDAKAN	"BORNEO"	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd January, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMUKI VIA SWATOW {"DAIJIN MARU" AND AMOY	Capt. I. SAKURAI	SUNDAY, 5th Jan., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's Local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st January, 1908.

T. ARIMA, Manager.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to
Hongkong, 1st January, 1908.MELCHERS & CO.,
AGENTS.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAHU	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yuk Buildings, 1st Floor.
Hongkong, 23rd December, 1907.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUTRANG"	Friday, 3rd Jan., Noon.
MANILA	"LOONGSANG"	Friday, 3rd Jan., 4 P.M.
SHANGHAI	"CHOYSANG"	Saturday, 4th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 7th Jan., 4 P.M.
MANILA	"YUENSANG"	Friday, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
" " " " " 85. " 130.
" " " " " 165. " 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datz, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 1st January, 1908.

GENERAL MANAGERS.

THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.
Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
14, WATER STREET YOKOHAMA.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ...	\$10.00
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CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe ...	3.50
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THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account ...	0.50
TEMPORARY MINING REGULATIONS IN CHINA ...	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ...	0.50
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FIFTY YEARS ANGLICAN-CHINESE CALENDAR, 1864 to 1913 ...	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1906 ...	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ...	1.00
CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ...	2.00
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Torridge) ...	1.60
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PLAN OF VICTORY ...	1.00
" " KOWLOON ...	0.75
" " PEAK ...	0.75
" " NEW TERRITORY ...	0.75
" " CANTON ...	0.50
POWER OF ATTORNEY FORM ...	0.25

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

The Steamship

"ERROLL"

will be despatched as above on the 20th January.

For Freight, &c., apply to

STANDARD OIL CO. OF NEW YORK,

Oriental Freight Department,

(Hotel Mansions),
Hongkong, 31st December, 1907.

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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong

CALLAO and IQUIQUE, via JAPAN

PORTS (Karafu, Kobe and Yokohama).

With Liberty to call at Honolulu and

Salina Cruz.

Steamers

"KASATO MARU" ... 6,100 Tons

March 1908.

Taking Freight and Passengers to other

Eastern and Western Coast Ports of South

America in connection with Steamers of the

Pacific S. N. Co.

K. MATSUDA, Manager,
York Building,
Hongkong, 27th December, 1907.

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ON SALE.

THE

DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office

and from the Local Booksellers.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"
FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Jan., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Jan., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBBS, LIVINGSTON & CO., Agents.

Hongkong, 27th December, 1907. [233]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship
"C. FERD. LAEISZ,"
Captain Wagner, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Jan., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2th December, 1907. 2031

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 3rd Jan., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 31st December, 1907. 16

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